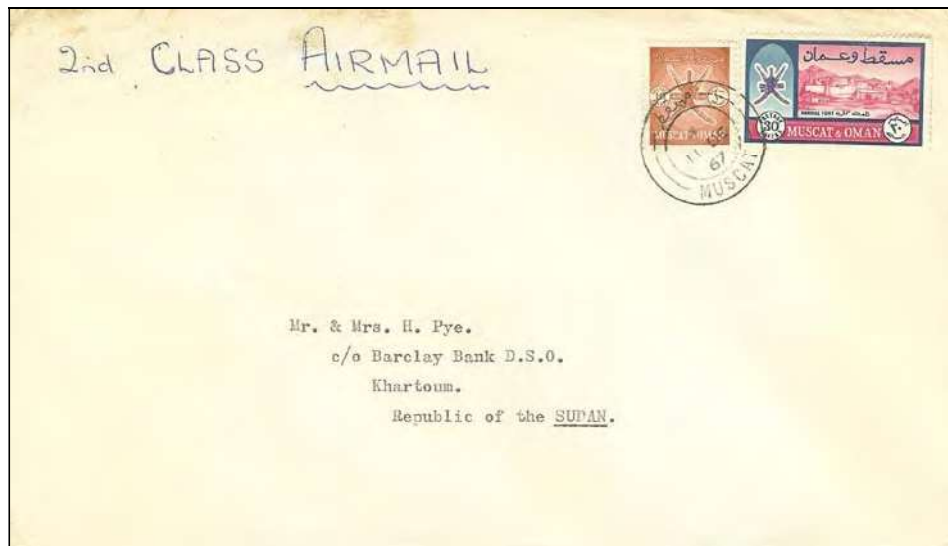


ARABIAN GULF STATES

POSTAL HISTORY

QUARTERLY



11 December 1967: An airmail cover sent from Muscat to Khartoum, Sudan. British Sudan mail was priced at 40np during the British Period matching the 40 Baiza rate paid here. The mention of 2nd Class Airmail does throw some confusion in to the picture as 2nd Class Airmail to the USA is recorded at 20 Baiza in 1967. The cover was most likely paid to cover normal airmail.

Edition 34 – Spring 2010

Edited and Published by Thomas Johansen based on the concept of Terry Jones
PO Box 5410, Manama, Bahrain

Email: arabiangulfphilately@gmail.com / Phone +973 39614651

www.bahrain-stamps.com - www.oman-stamps.com - www.abu-dhabi-stamps.com
www.dubai-stamps.com - www.kuwait-stamps.com - www.qatar-stamps.com

CONTENTS

- Welcome to Edition 34	02
- Comments, Questions & Corrections	03
- Bahrain	04
- Kuwait	12
- Muscat & Oman	22
- United Arab Emirates	
o Abu Dhabi	37
o Dubai	41
o Trucial States	46
- Links, Contacts and Credits	51

Welcome to Edition 34 of the Quarterly

First of all thanks to the 14 of you that have helped with Edition 34 – your contributions are much appreciated.

A couple of practical things – first of all this journal is going to be sent from a new email address now which is arabiangulfphilately@gmail.com – so please direct all future correspondence to this address. Unfortunately my old address is spam prone and seems to fail occasionally when distributing the journal.

Last year I launched a Yahoo group related to this journal for discussion and suggestions of interest and topics that should be included in the Quarterly – the group now has 30 members and the details of the group have been moved to the back of this report.

Finally, I will be relocating to London for an extended business trip (approximately 8 months) so I will be attending London 2010 in May. If any of you plan to be there my mobile number (shown on the cover page) will be active. Alternatively, there is also a forum within the Yahoo group for people who will visit the exhibition. I will be happy to coordinate and meet-up during London 2010.

Have a happy spring
Sincerely,

Thomas Johansen

Comments, Questions & Corrections

Reader's Feedback



Comments from one of our readers: Additional information about the cover on the front page over Edition 33: "The cover on the front of Edition 33 appears to show the letter "A" at the bottom of the triangular censor mark which indicates it was censored at Calcutta, not Bombay. Also in Edition 33 I am unable to read the letter at the bottom of the triangular censor mark on the Experimental PO K79 cover at the bottom of page 24 but a letter "B" would indicate Karachi - the "80" in a circle indicates it was censored at Karachi.

On Page 15 you state: "On 28 October 1940 the Trans-Pacific – Trans-Atlantic route was made available for mail to the UK. The service was eventually suspended on the 24 of December 1941 following the Japanese attack on Pearl Harbor." – This may well be right but the service was effectively ended immediately after Pearl Harbor on 7th Dec.1941. Pan Am diverted a Clipper bound for Singapore back to San Francisco which arrived there on 8th Dec. 1941 and another Clipper which had reached Auckland on 7th Dec. did not fly back to San Francisco but was diverted westwards to the USA via Bahrain! There is much interesting detail about all this in "BRIDGING THE CONTINENTS IN WARTIME" by Aitink and Hovenkamp.

Large Gold for India used in the Gulf Exhibit: Bjorn Sohne achieved a LG with his India used in Persia exhibit recently. OK, it is not the Arab side of the Gulf but it does show that Gulf material is increasing in prominence and when presented well can compete with the best exhibits.

Two subject for Edition 35

- Mixed use of unoverprinted Indian stamps and India stamps overprinted Bahrain on cover
- Cross usage of overprinted British stamp at the various British post offices in the Gulf – covers and stamps

If you have any material I would be grateful if you would send copies or information to me.

Bahrain

Bahrain Crash Covers:

The topic of Indian Period crash covers with a Bahrain link was first discussed in Edition 26 of the Quarterly where three crashes were identified”

22 August 1936: Scipio, Mirabella, Crete
5 December 1937: Cygnus, Brindisi, Italy
23 August 1947: Portland, Manama, Bahrain



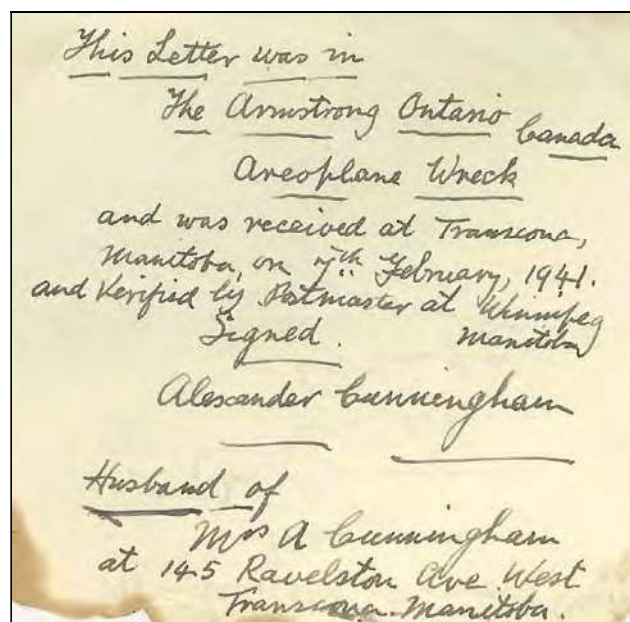
A cover from a fourth crash has now surfaced and is illustrated here.

This rare Bahrain crash cover was part of the salvaged mail from the Trans Canada Air Lines crash at Armstrong, Ontario on 5 February 1941. Mailed on 5 January 1941, the back of the envelope is cancelled 7 February at 1941 at Transcona, Manitoba. Since the envelope did not receive the normal crash cachet, the postmaster at Winnipeg verified that it was salvaged from the crash on 7 February 1941.

The postal rate to Canada was 14as at the time but the cover has been franked with 15as – possibly a late fee.

Mail to Canada benefitted from the oil industry in Bahrain but is still uncommon compared to the very ordinary mail to the USA. As such it is very likely that this cover was the only cover of Bahrain origin involved in this crash.

The crash was reported in the Winnipeg Free Press Manitoba on 6 February 1941, an article that was sourced and posted on the gendisasters.com website by Stu Beitler. The article is shown on the next two pages.



TWELVE DIE IN TCA CRASH -- SIX OF VICTIMS FROM WINNIPEG. AIRLINER WRECKED OUTSIDE ARMSTRONG.

Twelve persons, nine of them passengers and three crew members, were killed early Thursday morning when a Winnipeg-bound T.C.A. airliner crashed in dense bush country one mile south of Armstrong, Ont. Six of the dead were Winnipeg residents. The crash came shortly after 3:47 a.m., as the plane attempted an emergency landing at the Armstrong airport. It was one of the worst aviation tragedies in Canadian history, and the first involving Trans-Canada Airlines.

The dead are: Captain W. E. TWISS, Winnipeg, formerly of Vancouver.

First Officer C. E. LLOYD, Winnipeg, formerly of Ottawa.

MISS M. G. MAYNE, stewardess, Winnipeg.

Passengers: MRS. R. D. CARTER, Vancouver.

E. MALONE, Toronto.

F. W. F. GASSTON, Hudson's Bay Company, Winnipeg.

H. MOSS, Toronto.

Prof. ROBERT McQUEEN, Winnipeg.

Lt. Cmdr. H. H. HARLOWE, Ottawa.

E. C. MANNING, Victoria.

F. J. FREER, Great-West Life Assurance Company, Winnipeg.

I. E. DAVIDSON, Vancouver.

Ground crews at Armstrong, who waited in vain for the big plane to come into the field after its radio message saying it was landing, raised the alarm shortly after 4 a.m., and Air Line officials in Winnipeg were notified immediately. Carrying D. A. Colyer, T.C.A. vice-president; R. F. GEORGE, superintendent of flight operation; H. H. KENYON, assistant to the general superintendent, and E. W. STULL, assistant superintendent of maintenance, the rescue plane left Stevenson field at 4:45 a.m. They arrived at Armstrong at 7:25 a.m. Two hours later, after flying in widening circles about the air field, the wreckage was spotted. The plane had apparently overshot its mark and landed one mile south of the north-south runway of the field. Headed by a doctor and Red Cross nurses, a rescue party cut its way slowly through the deep snow to the site to find all aboard the plane dead. An immediate investigation has been ordered and an inquest will open at Armstrong this evening. Earlier in the day, department of transport officials had ruled out the possibility of engine trouble. The plane left North Bay at 10:15 p.m. and arrived at Armstrong on schedule. It had sufficient gas for three more hours' flying at this point. The only warning received by the Armstrong airport officials was Capt. TWISS' brief message he was coming in to land. After that there was silence and airmen in the city speculated the plane's radio may have gone dead after its last contact. While the wild terrain of northern and northwestern Ontario is better suited for ski and float equipped planes, T.C.A. has minimized this hazard by establishing a string of emergency bases. Eastward from Winnipeg, these landing fields are located at Vivian and Whitemouth in Manitoba, and at Kenora, Vermillion, Sunstrum, Sioux Lookout, Allenwater, Armstrong, Nakina, Grant, Ogahalla, Pagwa, Nagogami and Kapuskasing in Ontario. The bases are just a few of a series strung along T.C.A.'s trans-continental route. The national air lines operations sheet shows a clean record since inauguration of a trans-continental passenger service, April 1, 1939. Guided by experienced fliers and numerous radio operators across the country, the big silver passenger planes have a perfect score

of no crack-ups since then. In November, 1938, when the company was making test flights preparatory to opening up a regular service schedule for passengers and mail, Captain DAVID IMRIE and Pilot Officer JACK HERALD were killed when a T.C.A. plane crashed just outside of Regina. On April 1, 1940, T.C.A. marked its first year of operating Montreal-Toronto-Vancouver scheduled flights. Its safety record up to that time paralleled that of United States Airlines which a few days before had concluded a year of operations without fatalities. Opening the second year of the trans-continental route, T.C.A. doubled its service with two planes a day flying each way. Previously, only one plane a day each way made the flights. Since T.C.A. commenced trans-continental operations, April 1, 1939, its planes have flown a total of 8,165,000 miles without a fatality to the passengers. It has flown a total of 43,825,879 revenue passenger miles without an accident. This, it is believed, constitutes a world record for accident free operations for air lines. Flying conditions at Armstrong were considered generally good when the crash took place with a ceiling of 1,200 feet and a visibility of one mile and a half. Light snow was falling. First word of the disaster reached the city as Winnipeggers went to work. Then there was a long silence, broken with rumors of the plane reported first at Savant Lake, 70 miles east of Armstrong, followed by another that five persons had died. It was not until noon that air line officials finally confirmed that rescue parties had found all aboard the 14-passenger Lockheed dead. Before the official announcement was made, air line officials notified all relatives of the dead persons.

Winnipeg Free Press Manitoba, 1941-02-06

<http://www3.gendisasters.com/air-disasters/12637/armstrong-on-airliner-crash-on-landing-feb-1941>

OVERLAND MAIL البريد البري OFFICE OF THE DIRECTOR GENERAL OF POSTS AND TELEGRAPHS. Baghdad, dated the 27th August, 1925.	مديرية البريد والبرق العامة بغداد ٢٧ اغسطس ١٩٢٥
POSTAL NOTICE. "OVERLAND MAIL" Labels printed in English and Arabic are available for sale in Post Offices at annas four per box of 50 labels. The public are strongly advised to affix such labels on articles despatched by the Baghdad-Haifa Overland Route and to supply them to their correspondents for use on letters in reply. Director General of Posts and Tels. E.P., Bgd.--10,000.	اعلان بريدي نعلن بهذا توجدا للبيع في جميع الدوائر البريدية رقع مطبوع عليها « البريد البري » باللغتين العربية والانكليزية بثمان اربع آفات لكل باكيت يحتوي على (٥٠) رقعة . وعلى الاهالين ان يلقوا رقعهم على المواد المرسلة على طريق بغداد حيفا البري ويرسلوها الى الاشخاص المرسلة لهم لاستعمالها على الرسائل عند الاجابة . عن مدير البريد والبرق العام

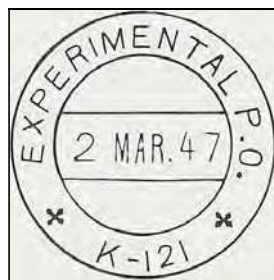
An unusual postal notice from 1925 informing of the importance of applying "Overland Mail" labels to articles dispatched by the Baghdad – Haifa Overland Route. Were the labels used at the Bahrain and Kuwait Post Offices acquired from the Post Office in Baghdad or applied there?

17 November 1935: An uprated 1a postal stationary sent to Canada via the Baghdad Haifa Overland Rate.

The stationary has been paid by a total of 5as covering the surface rate to Canada of 2½as plus the 2½as Overland surcharge.



K-121: Donaldson Type 13 & 14 – Bahrain's Experimental Cancellations

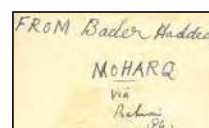


Except for Neil Donaldson's 1975 book and the 1994 supplement I am unaware of any other sources of information covering the K-121 cancellations of Muharraq Post Office. The following is an update of what has since come to light.

The earliest recorded use of the cancellations is still 11 July 1946, 41 days after the opening of the Post Office on 1 June. Use of the K-121 has been recorded twice on this date – Neil records strikes of Type 13 and 14 applied in a Post Office Savings Bank Book, which was shown to him while he was researching his book and subsequently returned to the owner in Bahrain – the Savings Bank Book has not been seen since. The India Post from July/August 1970 has had a question submitted regarding the origin of the K-121 and refers to a pair of KGV stamps, overprinted Bahrain, with the cancellation applied to them, also dated 11 July 1946, however, it does not distinguish between the two K-121s.



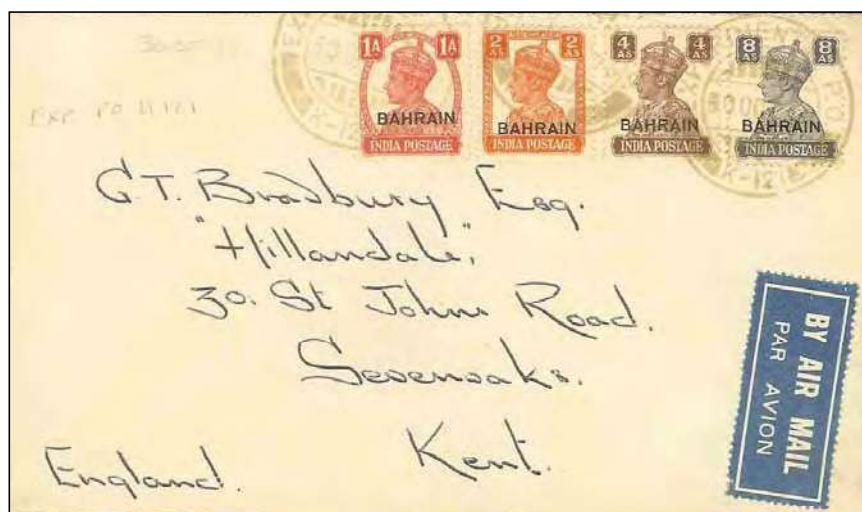
Type 13 is shown here applied to a cover that was sent to the USA on 4 October 1947 and franked with 18as. The 18as inclusive rate to the USA was first announced in a postal notice from November 1947.



The cover is mentioned on page 69 of Neil's book. The reference to First Day Cover has no

relevance to the cover since both of the stamps were issued well before the cover was sent. The sender has been kind enough to apply his address on the back as “MOHARQ via Bahrain” illustrating the origin of the K-121.

Two more covers from the Indian Period struck with Type 13 are known to exist. Both of the covers are official Indian Post & Telegraph Department covers and both were sent to Newcastle in the UK with the sender being the postmaster in Moharaq. One of the covers is dated 1 April 1947 the other date is not known.



The earliest use of Type 14 recorded on cover is on 30 October 1946 and is illustrated here. This cover is mentioned as the only recorded cover with Type 14 in 1975 but by 1994 a second identical cover had appeared.

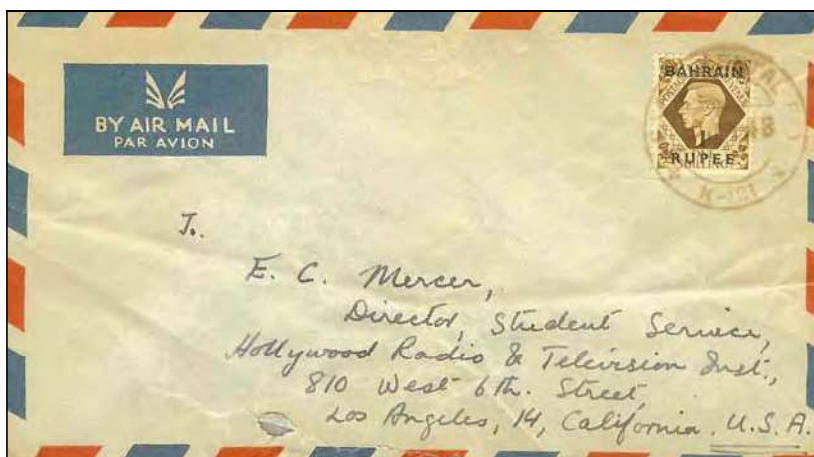


Finally, a piece cancelled with Type 13 during November 1946 – believe the date is 8 November. The 15as indicated that it was a cover sent to the UK.

To sum up the Indian Period a total of nine strikes have been recorded here – two in a savings book, two on piece and five on covers.

With the introduction of the British Period it seems that Type 14 disappeared as no usage has been recorded - yet.

The cover illustrated here is dated 10 July 1948 and is the earliest record of the K-121 during the British Period. The cover has been sent to the USA and has been franked with the going airmail rate of 1 Rupee.





The 2½as Silver Wedding value dated 22 August 1948 and the 6as Olympic value on piece is dated 25 August 1948.

A cover franked with a KGVI 6as and sent to India dated 20 October 1948 and with Bombay arrival backstamp dated 24 October.



A cover franked with a pair of KGVI 3as and sent to India dated 3 October 1948 and with Bombay arrival backstamp dated 9 October.



A cover franked with a KGVI 6as and sent to the UK dated 21 November 1948.

Donaldson's 1994 supplement records the latest recorded use of Type 13 on outgoing mail as 17 November so this cover is now holds that honor.

An incoming cover sent from The Office of the Indian Government Trade Commissioner in Alexandria, Egypt to Mr. Hajy Ebrahim Bin Suleiman Al Mattar of Muharraq. The Mattar family was instrumental in the pearling business of Bahrain.



This cover represents the only recorded use of the K-121 (Type 13) applied to incoming mail. It was found back in the 1980s in an old Mattar house in Muharraq amongst other old covers and documents

Finally, there is a mention of the use of the K-121 to cancel most of the 15 used copies of the 1948 2½as Double Overprint.



Stanley Gibbons makes a note about the Olympic double overprint stating that 13 of the 15 used copies of the stamp have been cancelled with the K-121 – Type 13.

20th Anniversary of WHO – The extra Island Flaw



The WHO commemorative set was issued on 1 June 1968 and consists of three values: 20, 40 and 150 Fils.

The 40 Fils value has a constant flaw in the form of an “extra island” found to right of the top of the needle. The flaw is found on the fifth stamp in row 3, here illustrated by John Gillham, appears to be a constant from the sheet I have seen.



Kuwait

India used in Kuwait

I have embarked on a mission to gather information about unoverprinted Indian stamps used in Kuwait and cancelled with different Koweit/Kuwait cancellation marks.



Gamal Elnabelsy was kind enough to submit the ½a, 1R and 5Rs values.



Examples of Donaldson Type 1 used 1R (SG 185 or 186) and 5Rs (SG 188) and Type 2 used on ½a (SG 156) and 1a (SG 159, 160 or 161). I would greatly appreciate if you can send images/information of the various Indian stamps you may have.



The certified stamp shown here (left), SG 1a, was recently offered at auction in Australia. It caught my attention since the placement of the double overprint was vastly different from my own copy. I contacted Adel Al Sarraf who was clear in his reply: “In my opinion it is a blatant forgery. The ink on the 2 overprints is clean & they are spaced apart perfectly. All proper ½a double overprints should look very similar to your copy (right). I have a similar mint pair that is signed on the back. The 2nd overprint should be very close & to the Northwest.” It just

goes to show the value of some certificates

Walid al-Saif has been kind enough to send us copies of his 1959 Kuwait Post Office postal guide. The principle pages of interest are illustrated over the next 5 pages.

Government of Kuwait Administration of Posts, Telegraphs & Telephones POST OFFICE DEPARTMENT Kuwait CHAPTER ONE SURFACE MAIL SERVICES Part 'A'			
Effective 1st. February, 1959			
INTERNAL CORRESPONDENCE AND PARCELS i.e. correspondence and parcels posted at any office in Kuwait and intended for delivery within the State of Kuwait.			
Class of Correspondence 1	Postage Rates 2	Maximum Weight 3	Limits of size 4
LETTERS	10 n.p. for the first 20 grammes 5 n.p. for each additional 20 grammes or part thereof		Maximum: Length, width and depth combined 90 cm., but the greatest dimension may not exceed 60 cm. In roll form: length plus twice the diameter, 100 cm., but the greatest dimension may not exceed 80 cm. Minimum: Having a surface measuring not less than 10 X 7 cm. In roll form, length plus twice the diameter 17 cm., but the greatest dimension may not be less than 10 cm. Items with a size less than the minimum set out above are nevertheless admitted if they bear a rectangular address label of cardboard or strong paper of which the two adjacent sides measure not less than 16 cm., and the smaller side is not less than 4 cm.
POSTCARDS	5 n.p. each		Maximum: 15 cm. X 10.5 cm. Minimum: Same as for letters.
PRINTED PAPERS (incl. book packets)	5 n.p. for every 50 grammes or part thereof	3 Kgs. (for books 5 Kgs.)	Same as for letters.
SAMPLES	30 n.p. for the first 200 grammes or part thereof 10 n.p. for each additional 100 grammes.	500 grammes	Same as for letters.
PARCELS	40 n.p. per 500 grammes	10 Kilogrammes	Maximum: 1.50 metres for any one dimension; 3 metres for the sum of the length and the greatest circumference measured in a direction other than that of the length.
EXPRESS DELIVERY	75 n.p. fee in addition to postage.		Same as for letters or parcels.
REGISTRATION FEE, in addition to postage:- 50 n.p. covering compensation up to equivalent of Rs. 50; 60 n.p. covering compensation up to equivalent of Rs. 250; 70 n.p. covering compensation up to equivalent of Rs. 500; and so on at the rate of 10 additional n.p. for each Rs. 250 up to a maximum amount of Rs. 5,000.			

Part 'B'

Correspondence posted at any of the Post Offices in the State of Kuwait addressed to any destination abroad and forwarded by surface routes.

Class of Correspondence 1	Postage rates 2	Maximum Weight 3	Limits of Size 4
LETTERS	35 n.p. for the first 20 grammes. 20 n.p. for each additional 20 grammes.	2 Kgs.	Maximum: Length, width and depth combined 90 cm., but the greatest dimension may not exceed 80 cm. In roll form: length plus twice the diameter 100 cm., but the greatest dimension may not exceed 80 cm. Minimum: Having a surface measuring not less than 10 X 7 cm. In roll form: length plus twice the diameter 17 cm., but the greatest dimension may not be less than 10 cm. Items with a size less than the minimum set out above are nevertheless admitted if they bear a rectangular address label of cardboard or strong paper of which the two adjacent sides measure not less than 16 cm. and the small side is not less than 4 cm.
POSTCARDS	Single 20 n.p. Reply 40 n.p.		Maximum: 15 X 10.5 cm. Minimum: Same as for letters.
PRINTED PAPERS (incl. book packets)	15 n.p. for the first 50 grammes. 10 n.p. for each additional 50 grammes.	3 Kgs. (for books 5 Kgs.)	Same as for letters.
SAMPLES	30 n.p. for the first 100 grammes. 10 n.p. for each additional 50 grammes.	500 grammes	Same as for letters.
SMALL PACKETS	60 n.p. for the first 250 grammes. 10 n.p. for each additional 50 grammes.	1 Kg.	Same as for letters.
COMMERCIAL PAPERS	30 n.p. for the first 100 grammes. 10 n.p. for each additional 50 grammes.	2 Kgs.	Same as for letters.
LITERATURE FOR THE BLIND REGISTRATION	Free Free 50 n.p.	7 Kgs.	Same as for letters.
PARCELS	As per Part 'D' below		As per Part 'D' below.
INSURANCE & COMPENSATION FOR UNINSURED PARCELS, INSURED & REGISTERED ITEMS	See Part 'C'		

CHAPTER TWO

AIR MAIL SERVICES

Section I

GENERAL INFORMATION

SERVICE CONDITIONS:

The regulations applicable to the Letter Post Service apply also to Air Mail correspondence. Where restrictions as regards limits of weight and registration facilities are in force, particulars are shown. A blue "AIR MAIL" label, obtainable free of charge at Post Offices, must be affixed at the top left corner on the address side to each Air Mail item; alternatively, the indication "BY AIR MAIL" may be written boldly in the same position, but the absence of an air mail label may lead to delay. The name and address of the sender should appear on the back of the cover.

AIR LETTERS may be sent to all countries. They must be written on the special Air Letter forms obtainable at Post Offices (Price: 40 n.p. each)—enclosures are not permitted.

Section II

E U R O P E

RATES OF POSTAGE :

Letters:	— 60 n.p. per 10 grammes.
Postcards:	— 35 n.p. each
Second Class Air Mail	— 30 n.p. per 10 grammes.

The **SMALL PACKET SERVICE** is available to these countries (except those marked with an asterisk) at second class air mail rates, subject to a minimum charge of 60 n.p.

DESTINATION & OBSERVATIONS

ALBANIA	* ITALY
AUSTRIA	LUXEMBOURG
BELGIUM	MALTA
* BULGARIA	MONACO
CORSICA	NETHERLANDS
CRETE	NORWAY
CZECHOSLOVAKIA	POLAND (Limit: Wt. 50 grammes)
DENMARK	* PORTUGAL
DODECANESE IS.	ROUMANIA
FAROE IS.	SPAIN
FINLAND	SWEDEN
FRANCE	SWITZERLAND
GERMANY	TURKEY
GIBRALTAR	UNITED KINGDOM
GREECE	* U.S.S.R. (Europe) (including Estonia, Latvia, and Lithuania)
HUNGARY	* VATICAN CITY STATE
* ICELAND	YUGOSLAVIA

Section III
COUNTRIES OUTSIDE EUPORE

(A) RATES OF POSTAGE:	Letters:	— 40 n.p. per 10 grammes
	Postcards:	— 30 n.p. each
	Second Class Air Mail	— 25 n.p. per 10 grammes

The minimum charge for COMMERCIAL PAPERS at second class air mail rates is 30 n.p.

The SMALL PACKET SERVICE is available to these countries (except those marked with an asterisk) at Second Class Air Mail rates, subject to a minimum charge of 60 n.p.

DESTINATION	DESTINATION	DESTINATION
BAHRAIN	* IRAQ	MUSCAT
CYPRUS	* IRAN	QATAR
DUBAI	JORDAN	SHARJAH
* EGYPT	LEBANON	SYRIA

(B) RATES OF POSTAGE :	Letters:	— 60 n.p. per 10 grammes
	Postcards:	— 35 n.p. each
	Second Class Air Mail	— 30 n.p. per 10 grammes

The SMALL PACKET SERVICE is available to these countries (except those marked with an asterisk) at Second Class Air Mail rates, subject to a minimum charge of 60 n.p.

DESTINATION	DESTINATION
ADEN	* PAKISTAN (East & West)
AFGHANISTAN	SAUDI ARABIA
ALGERIA	SEYCHELLES (via Bombay)
* BURMA	SIAM
* CANARY ISLANDS	SOMALIA
* CAPE VERDE ISLANDS (By Air to Lisbon)	SOMALILAND PROTECTORATE
CEYLON	* SUDAN (Republic of)
CYRENAICA	SUDAN, French
ETHIOPIA (incl. Eritrea)	THAILAND
FRENCH SOMALI COAST	* TIBET
* INDIA (incl. Portuguese India)	TUNISIA
LIBYA (Cyrenaica & Tripolitania)	TRIPOLITANIA
* MADEIRA	* U.S.S.R. (Asia) By Air to Moscow
* MOROCCO	YEMEN

Section III (Continued)
COUNTRIES OUTSIDE EUROPE

(C) RATES OF POSTAGE:	Letters:	— Re 1.00 per 10 grammes
	Postcards:	— 50 n.p. each
	Second Class Air Mail	— 40 n.p. per 10 grammes

The SMALL PACKET SERVICE is available to these countries (except those marked with an asterisk) at Second Class Air Mail rates, subject to a minimum charge of 60 n.p.

DESTINATION	DESTINATION	DESTINATION
AUSTRALIA	INDONESIA	PHILIPPINES
* AZORES	IVORY COAST	* PITCAIRN ISLANDS
BANK ISLANDS	JAPAN	* PORTUGUESE EAST AFRICA
BELGIAN CONGO	KENYA UGANDA	* PORTUGUESE TIMOR
BRUNEI	KOREA (N) Services suspended	* PORTUGUESE WEST AFRICA
CAMBODIA (Services temp. suspended)	* KOREA (S)	REUNION
CAMEROONS, Br. Sphere	* LAOS	RHODESIA & NYASALAND
CAMEROON, French Sphere	* LIBERIA	RIO DE ORO
CHINA	* MACAO	SAMOA
COOK ISLANDS	MADAGASCAR	SARAWAK
DAHOMEY	MALAYA (Federation of)	SENEGAL
DUTCH EAST INDIES	MARSHALL ISLANDS	SIERRA LEONE
FANNING ISLANDS	MAURITANIA	SINGAPORE
FIJI ISLANDS	MAURITIUS	SOLOMON ISLANDS
* FORMOSA	NETHERLANDS (New Guinea)	* SOUTH AFRICA
FRENCH EQUATORIAL AFRICA	NEW CALEDONIA	SPANISH GUINEA
FRENCH GUINEA	NEW GUINEA TERRITORY	SPANISH WEST AFRICA
* FRENCH INDO-CHINA	NEW HEBRIDES	TANGANYIKA TERRITORY
FRENCH OCEANIA	NEW ZEALAND	TOGO, British Sphere
GAMBIA	NIGER	TOGO, French Sphere
* GHANA	NIGERIA	TONGA
GOLD COAST	NORFOLK ISLANDS	VIET NAM (Reg. Services available to South Viet Nam only)
HONG KONG	NORTH BORNEO	ZANZIBAR
	NYASALAND	
	PAPUA	

(D) RATES OF POSTAGE :	Letters:	— Rs. 1.25 n.p. per 10 grammes
	Postcards:	— 75 n.p. each
	Second Class Air Mail	— 50 n.p. per 10 grammes

The SMALL PACKET SERVICE is available to these countries (except those marked with an asterisk) at Second Class Air Mail rates, subject to a minimum charge of 60 n.p.

DESTINATION	DESTINATION	DESTINATION
ARGENTINE REPUBLIC	DUTCH WEST INDIES	NICARAGUA
ASCENSION (no service)	ECUADOR	* PANAMA (Republic of)
BAHAMAS	* EL SALVADOR	PANAMA CANAL ZONE
BARBADOS	FALKLAND ISLANDS (By Air to Montevideo)	PARAGUAY
BERMUDA	FRENCH GUIANA	* PERU
* BOLIVIA	FRENCH WEST INDIES	PEURTO RICO
BRAZIL	FRENCH POLYNESIA	ST. LUCIA
BRITISH GUIANA	GILBERT & ELLICE ISLANDS	ST. PIERRE & MIQUELON
BRITISH HONDURAS	GRENADA	ST. VINCENT
* CANADA (incl. NEWFOUNDLAND)	* GUATEMALA	SURINAM
CAROLINE ISLANDS	* HAITI	TORTOLA (Br. Virgin Is.)
CAYMAN ISLANDS	HAWAII	TRINIDAD & TOBAGO
* CHILE	HONDURAS REPUBLIC	TURKS & CAICOS ISLANDS
* COLOMBIA	JAMAICA	UNITED STATES OF AMERICA
COSTA RICA	LEEWARD ISLANDS (Antigua, Montserrat, Nevis, St. Kitts)	URUGUAY
* CUBA	MEXICO	VENEZUELA
DOMINICA	NETHERLANDS ANTILLES	VIRGIN ISLANDS OF U.S.A.
DOMINICAN REPUBLIC		
DUTCH GUIANA		

We know to eternity the standard mail sent out from the post offices of the smaller Trucial States. It easily makes up 95% (and probably more) of all outgoing mail seen from these post offices while true commercial mail is scarce.

If the postal authorities in states such as Fujaira, Umm Al Qiwain, Ajman and Ras Al Khaima had such comprehensive client bases around the world then how did the post offices communicate with their clients?

A network of global agents would have centralized part of the order communication abroad but looking at the various bulletins that were sent out prior to new issues the address to order from was the Government/Post Office of each Trucial State. Hence mail sent according to the bulletins would have been addressed to the actual state. Incidentally, Khalid Omaira informed me that these distribution centers of the stamps were actually located in Dubai.

So where is the incoming order mail? Maybe the people that worked in the distribution offices were so focused on stamps that they simply cut the stamps off the incoming covers and threw the rest away.



A small group of such incoming covers recently surfaced – all sent from Kuwait – some normal airmail and some registered airmail. Unfortunately, none of covers have arrival backstamps so their transit routes cannot be identified.

The first cover, and the only cover in the group that was sent to the Post Office of Ajman, was sent registered on 27 December 1965 and franked with 110 Fils





A total of five covers were sent to Fujaira. The first is dated 8 March 1967 and franked with 20 Fils – two more covers franked with 20 Fils are dated 29 July 1968 and 25 January 1969. One cover dated 20 January 1969 has been franked with 25 Fils while the final cover, dated 17 July 1968, and has been franked with 30 Fils.



A total of eight covers are addressed to Umm-Al-Qiwaïn and two of them with transit ports applied as part of the address.

The first is dated 27 September 1967 and franked with 16 Fils, is addressed “Via Dubai” and was sent by 2nd Class Airmail.



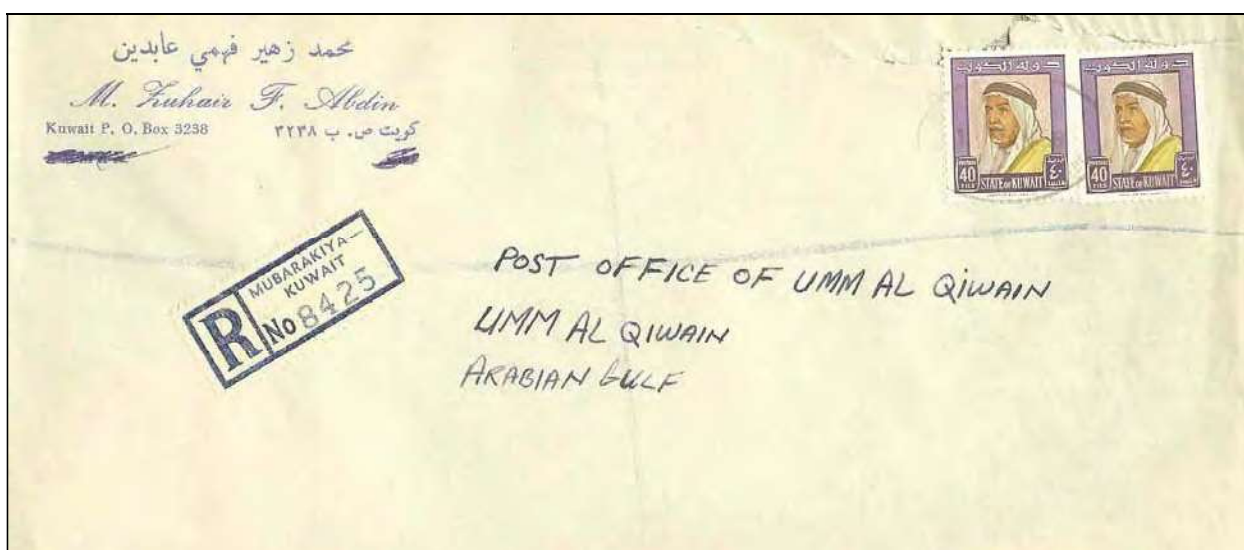
The second transit cover is dated 15 May 1967 and has “Via Bahrain” applied. Again it is franked with 16 Fils – the fee for 2nd Class Airmail.



Two covers have been franked with 20 Fils – the first sent from Khafji on 14 April 1968 while the second was sent from G.P.O. Kuwait on 29 November 1968.



Two registered covers franked with 80 Fils were sent from the Safat Post Office on 17 November 1966 and Mubarakiya Post Office on 16 January 1968.



The final cover was franked with 70 Fils and sent from Shamiyah Post Office on 23 May 1967.

Muscat & Oman



The 12-bar 309 Rhomboid

In Edition 29 were illustrated three of the five QV East India values on which the 12-bar 309 obliterator had been recorded by the India Study Circle. The fourth value, 1865 2as, is illustrated here.

The fifth and final recorded value with the 12-bar 309 is the 1865 1a brown.

The Muscat Parcel CDS



Three QV values sold as one lot at auction three years ago, ex Ellison, and described as — 1876 12as vertical pair (SG82), 1882-90 2as on small parcel receipt piece and with 8mm puncture (SG92) and 1892 1Rs (SG 105) each cancelled with large part strikes of the "Muscat" parcel c.d.s. in violet; scarce. The strike was not recorded by Donaldson.



Since then two more values have appeared – The 8as Magenta (SG99) and surprisingly the same value but overprinted Zanzibar (SG19).





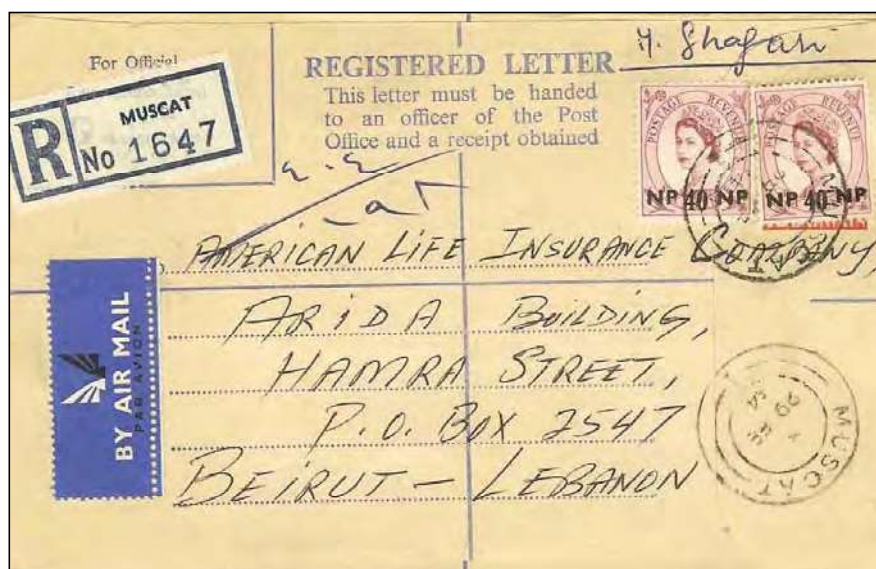
A cover sent from Pretoria on 19 June 1959 to Masirah Island off the coast of Oman.

The cover has had a “RETOUR” cachet applied and “Undeliverable for reasons ??” “to be returned to sender at the address shown on cover” handstamp applied.

The story told on the back of the cover indicates that this was a lengthy process, possibly because the “senders address” was applied later – the typing fonts are different.

The first Bombay R.L.O. cachet was applied on 20 February 1960 followed by three more cachets dated 7 April and 13 May while the last date is illegible.

The cover finally arrived in London on 11 June 1960.



The 1960 Bahrain Shaikh Salman “G” size registered letter used at Muscat on 29 February 1964 with a 3 March Beirut arrival backstamp. Not being valid for postal use in Muscat the sender has applied two 40np value only stamps making up the double rate to Lebanon (2*20np) plus the 40np registration fee. Similar usage of the stationary has been recorded at Abu Dhabi.



Rufus Barnes has submitted the Dubai cover, illustrated here and sent to Muscat in 1964 via Abu Dhabi and asked the question – why did the cover go via Abu Dhabi?

Having discussed the matter with Khalid Omaira there doesn't seem to be any fact supported reply. Drawing parallels to other mail that went via Abu Dhabi doesn't help either. Here we are referring to mail from Fujaira,

Umm al Qiwaïn and Ajman. The reason why early mail from these three post offices went via Abu Dhabi instead of the closer Dubai Post Office could be a result of problems between Michel Stephan and Finbar Kenny, who had bought the contract from Stephan – however, again this is speculation as no documents relating to this have surfaced yet.



Records of other covers sent to Muscat with various transit ports in the Gulf. First a cover sent from the Soviet Union in 1964 and addressed to Muscat – the cover went through transit in Sharjah on 10 June 1964.



Another 1964 cover this time sent from the USA to Muscat via Dubai with an 8 August 1964 transit mark.



Finally another 1964 cover from the USA addressed to Muscat with a Safat Kuwait transit dated 25 August 1964



SG 58a 1½as on 1½d – Follow-up on Edition 33



First of all there was an unfortunate lack of one image in the presentation of 58a done with the help of Mike Osborne and Adel Al-Sarraf. It refers to “Sheet 4” on page 32 where the image illustrate here was missing – i.e. the “High Central” centering.

Other new information refers to the mint copy that was sold at a US auction in November last year and referred to as coming from Sheet 3 in Edition 33. It turns out that this copy was in fact a normal SG 44 as per the certificate received back from the RPS and that the auction house hadn’t bothered to check the watermark themselves. The other copy shown as coming from sheet 3 is being investigated.

Oman Postal Rates – 1966 to 1976 – a preliminary study

Robert Smith has suggested that we start looking at the postal rates during the early period Oman Independent Postal Administration and was kind enough to submit a number of covers to help out. Having been through his covers plus the covers that I have recorded this task appears to be anything but a logical one. Many of the frankings seem sporadic so please accept this as a preliminary study.

Using the British Period as a starting point the following rates existed of the 29 April 1966:

- Registration fee was 40np
- Airmail to the APU plus some additional countries was 20np
- Airmail to Europe was 40np
- Airmail to Africa, Asia and Australasia was 75np
- Airmail to the Western Hemisphere was 100np

With the transfer from the British to Independent Postal Administration on 30 April 1966 the currency system changed as well. 1 Naye Paise became 1 Baiza but the Rupee remained in use (100 Baiza = 1 Rupee). However, in 1970 the Rupee was replaced by the Rial which was made up by 1000 Baiza.

Local Covers:



This telegram cover dated 9 May 1973 is the earliest example of local mail that I have recorded during the period in question.

It has been franked with 10 Baiza leaving very little room for increases in postal rates during the first seven years of postal independence.

Another local cover sent from Nizwa to Seeb Airport on 22 July 1974. The cover has been franked with 15 Baiza.

Whether the extra 5 Baiza is due to weight, an increase in local postal rates or that Nizwa-Muscat was more expensive than Muscat-Muscat shall remain unknown for the time being.



Rates recorded on covers sent to APU countries – assuming that Aden is an APU country.

15 Baiza: One cover on record dated 20-Apr-1972 and sent to Qatar



20 Baiza: Two covers on record the first dated 25-Jul-1970 and sent to Saudi Arabia. The second cover is also sent to Saudi Arabia but franked with 100 Baiza and dated 30-Oct-1971. Presuming that the registration fee was still 40 Baiza at the time it would represent a triple weight cover, however if registration was 75 Baiza it would be single 25 Baiza rate (see the section about registration rates at the end of the presentation.).



25 Baiza: One cover on record dated 25-Oct-1972 and sent to Lebanon

30 Baiza: One cover on record dated 02-Jul-1968 and sent to Aden



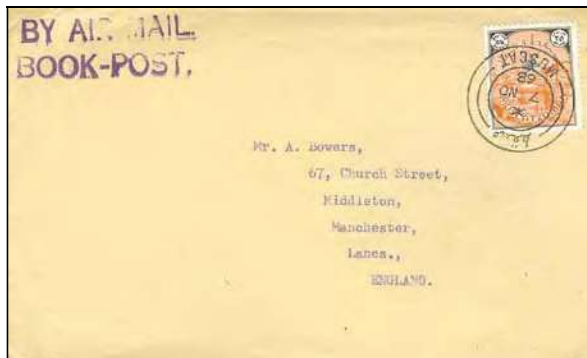
40 Baiza: Two covers both sent by registered mail to Aden and dated 11-Aug-1968 and 01-Oct-1968.

The 40 Baiza rate is derived under the assumption that registration continued to cost 40 Baiza after postal independence. The rate to Aden during the British Period was 40np.



Rates to the UK:

25 Baiza: This rate has been recorded on a cover dated 07-Nov-1968 with “By Airmail – Book Post” applied via handstamp.



30 Baiza: Out of five covers on record one dated 21-Feb-1967 is sealed whereas the other four covers (15-Jun-1971 – 10-Jun-1972) were all unsealed. There is no reason why the normal rate for airmail to the UK would have been 30 Baiza following postal independence. As such the rate may either represent seamount and subsequently an increase in the airmail Book Post rate.

40 Baiza: Probably the first rate applicable for airmail to the UK with the introduction of postal independence. Out of three covers on record two are franked with 40np and dated 20-Dec-1966 and 21-Feb-1968 while the third cover is dated 03-Jan-1967. The third cover is registered supporting the presumption that the introductory rate for registration was 40 Baiza.



50 Baiza: One commercial cover recorded dated 20-Sep-1966 which falls within the date range where the 40 Baiza rate.

Another cover, dated 02-Aug-1971 is known but was sent from the Postal Administration and appears more to be an advertisement for the 1971 National Day issue.



65 Baiza: With fourteen covers recorded between 17-Apr-1972 and 29-Jan-1975 this rate was definitely active during much of the first half of the 1970s. The earliest and latest records of this rate are illustrated below.



The registered cover below is dated 24-Apr-1972 and franked with 165 Baiza. Falling within the 65 Baiza date range is it the earliest record I have confirming that the registration fee had been increased from 40 Baiza to 100 Baiza. Another 165 Baiza cover is recorded on 12-Aug-1972.



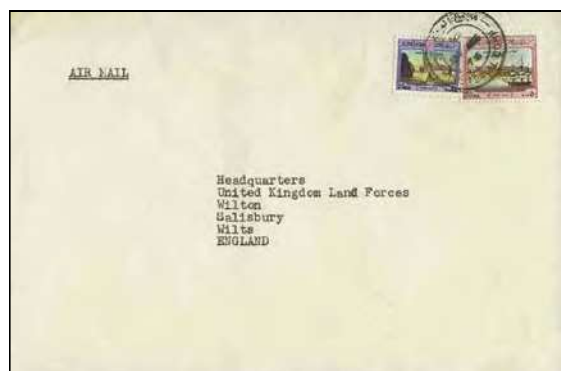
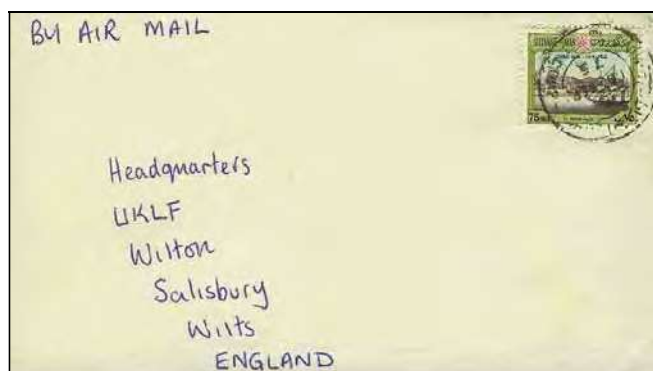
Below is a large cover cancelled with the Ministerial Complex datestamp on 8-Sep-1974. It has been franked with a total of 1495 Baiza making up a total of 23 weights of 65 Baiza each. Whether each weight class was 10 grams or 20 grams (or maybe another weight) remains unknown for now but the cover does indicate that the increase in postage required per weight unit was constant.



Four covers franked with 70 Baiza (26-Aug-1972 to 24-Oct-1974) and two covers franked with 75 Baiza (10-07-1972 and 04-01-1973) have been recorded; all falling within the date range for the 65 Baiza rate. Judging from the presentation of these covers and the sender they all bear signs of being philatelically inspired.



75 Baiza: Commercial covers with the new rate of the 75 Baiza rate start appearing by September 1975 indicating a hike in postal rates to the UK at some point of time between 29-Jan-1975 and 4-Sep-1975. The below cover is a triple rate cover cancelled at the Ministerial Complex Post Office.



Two more covers franked with 75 Baiza, one dated 10-Sep-1975 while the other is dated 21-08-1976

Rates to Europe:

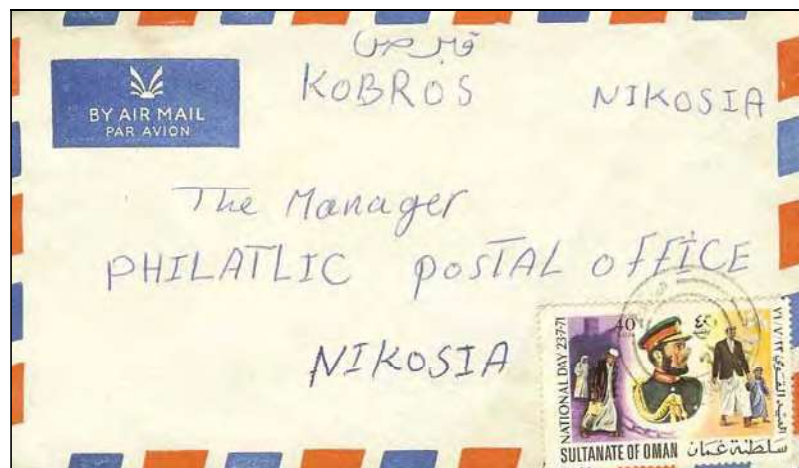
The rates to Europe match the rates to the UK as illustrated by the three covers below.



30 Baiza: One cover on record dated 29-Aug-1967 sent to Switzerland. It is similar to a cover sent to the UK in 1967. Unfortunately there is no clue on the cover as to what mail service the rate represents.

40 Baiza: A cover dated 23-Nov-1971 sent by airmail to Cyprus.

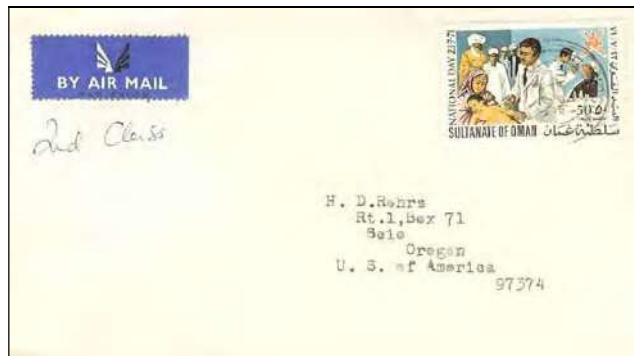
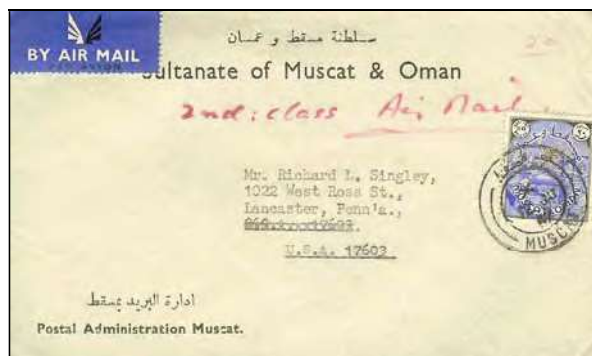
It is a latest record of the 40 Baiza rate presented here.



65 Baiza: Three covers recorded between 16-May-1972 and 29-Nov-1972 sent to Belgium, Sweden and West Germany.

Rates to North America:

20 Baiza: This rate has been recorded on a cover dated 12-Jun-1967 with “2nd Class Air Mail” endorsed in red pen.



50 Baiza: A rate recorded on a cover dated 22-Aug-1971 with “2nd Class” endorsed in blue pen. The 50 Baiza rate has also been recorded on two Book Post covers, both unsealed, the first dated 7-Nov-1968 and the second dated 16-Jun-1971.



70 & 75 Baiza: Two covers sent on 02-Mar-1968 (75 Baiza) and 03-Feb-1969 (70 Baiza). Logically, and based on what happened with regards to rates to UK and Europe, the introductory airmail rate to the USA should have been 100 Baiza or 1 Rupee as it was under the British Period. However, the earliest record I have of the 100 Baiza rate being applied on mail to the USA is in 1970. Does this mean that airmail rate was initially priced at a one of the lower rates?



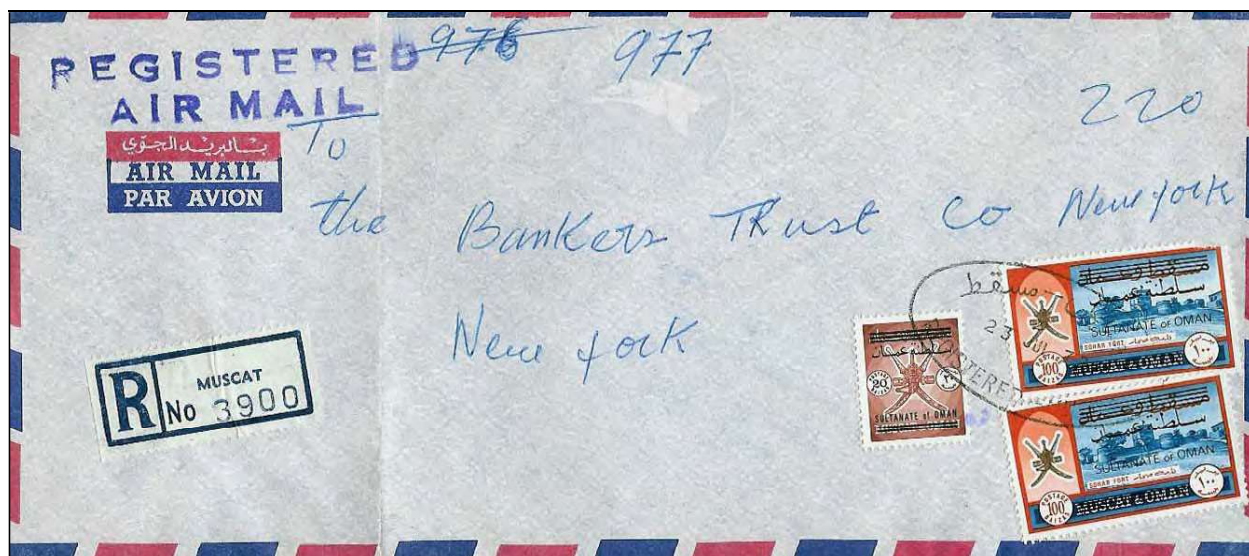
100 Baiza: A total of twelve covers on record franked with 100 Baiza or multiples thereof falling within the date range of 30-May-1970 and 23-Jan-1973.



It is surprising that this rate appeared so late following postal independence, especially since it seems that the authorities continued with other British rates. The cover shown on the left is dated 8-Aug-1971 whereas the double rate cover below is dated 23-Jan-1973.

It is worth noting that all the 100 Baiza covers recorded are from 1970 and 1971 except for the below cover and another dated 13-Apr-1972.





120 Baiza: Three covers on record with this rate – the first of which is a registered cover dated 23-Jul-1972 (above) franked with 220 Baiza. The second cover is also a registered cover sent to the IMF in Washington, dated 3-Sep-1972 and again franked with 220 Baiza.

The final cover is shown below and dated 24 March 1973 and franked with 120 Baiza.

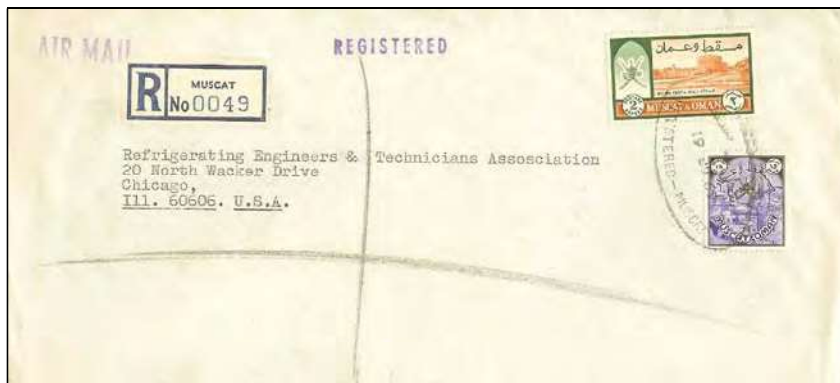
Given that all three recorded covers are commercial it seems that the airmail rate to the Western Hemisphere was increased from 100 Baiza to 120 Baiza at some time between 13-Apr-1972 and 23-Jul-1972.

Contrary to this thought is the 100 Baiza double rate dated 23-Jan-1973 shown on the previous page but it could be that this is a philatelically inspired cover used to illustrate the 25B/1Rial surcharged issue.



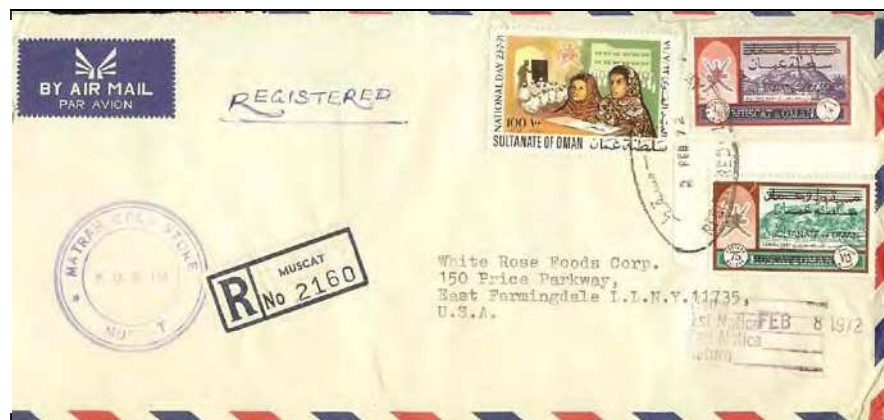
Other sporadic rates that have been recorded on commercial covers:

A cover dated 06-Jan-1968 has been franked with 130 Baiza while the cover shown here and dated 19-Sep-1968 has been franked with 260 Baiza.



A registered commercial cover dated 19-Jun-1969 franked with a total of 215 Baiza.

Two registered covers both franked with 675 Baiza – one dated 04-Jul-1970 while the other cover is dated 02-Feb-1972. Going by the date range recorded earlier for the 100 Baiza rate both of these covers fall within it so does that mean that the registration



rate was 75 Baiza at some point of time?

Going through the various covers illustrated in this piece and other covers recorded it does seem certain that the first registration fee to be introduced was 40 Baiza. The registration fee could have been increased to 75 Baiza at some point of time in 1970 before it was increased to 100 Baiza prior to July 1972.

UAE – Abu Dhabi

Expo 70 World Fair, Osaka - Japan



The 1970 World Fair, EXPO'70, took place in Osaka, Japan and in order to commemorate the event Abu Dhabi issued three stamps on 10 July 1970. All three stamps were produced with identical design's depicting the portrait of Sheikh Zayed and Japan's Mount Fuji. The design of the stamps was prepared by the Japanese artist T. Hayashi and the stamps were printed in Japan by the Kyodo Printing Company.

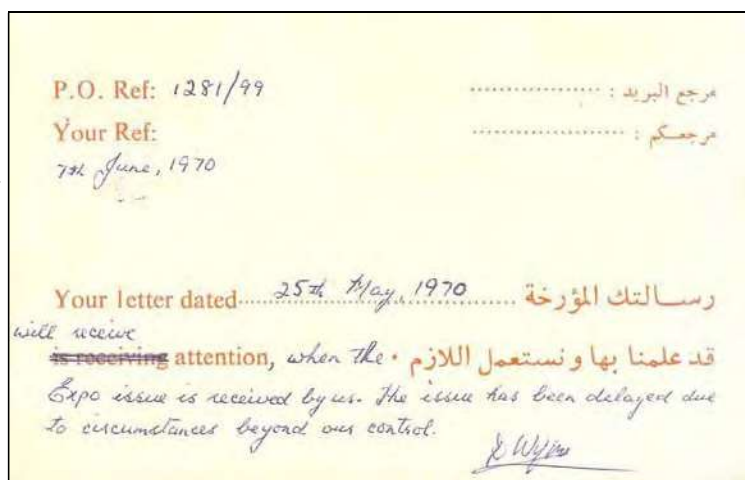


The photo illustrated here shows the Abu Dhabi Pavilion at EXPO'70. The photo was taken by Mr. Nur Ali Rashid and is from a local newspaper. It was supplied to us by Mohammad Nazumuddin

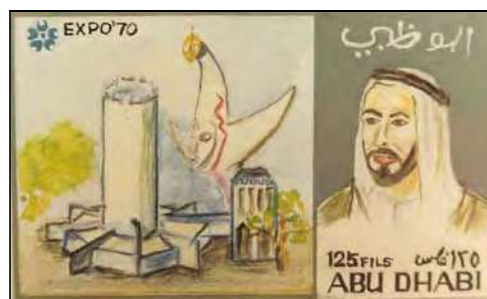
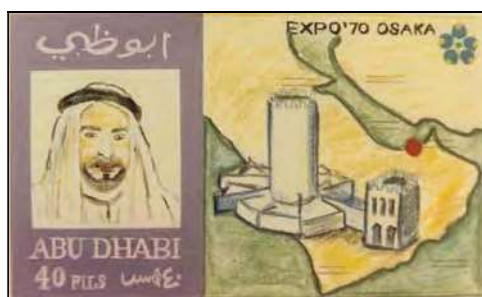
The background for taking a closer look at this issue is found in the below illustrated postcard sent by the Abu Dhabi Post Office to Mr. Normal Reynolds on 7 June 1970. It states: "Your letter date 25th May 1970 will receive attention, when the Expo issue is

received by us. The issue has been delayed due to circumstances beyond our control" and is signed Wynn.

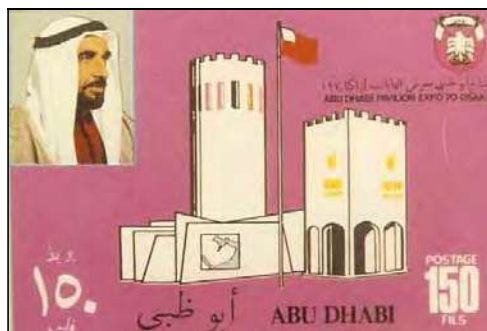
With the help of Khalid Omaira, Cromar Collie and Mohammad Nazimuddin the following information has been compiled.



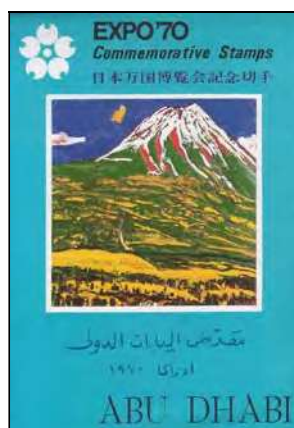
Below are photographs of the first set of art work done by the artist showing that the initial idea was to include the Abu Dhabi Pavilion at EXPO'70. According to Cromar, who got the information from Neil Donaldson, the rough prototypes had been prepared by a local artist.



These initial designs were rejected and a new design prepared that would cover the 4 denominations. These were designed by De la Rue. Again the pavilion is included and the set is made up by four stamps though the denominations have changed to 10, 60, 125 and 150 Fils. However, by the time these proofs were sent to Abu Dhabi and approved by Sh. Zayed, De La Rue could not manage to get this issue incorporated into their printing schedule,



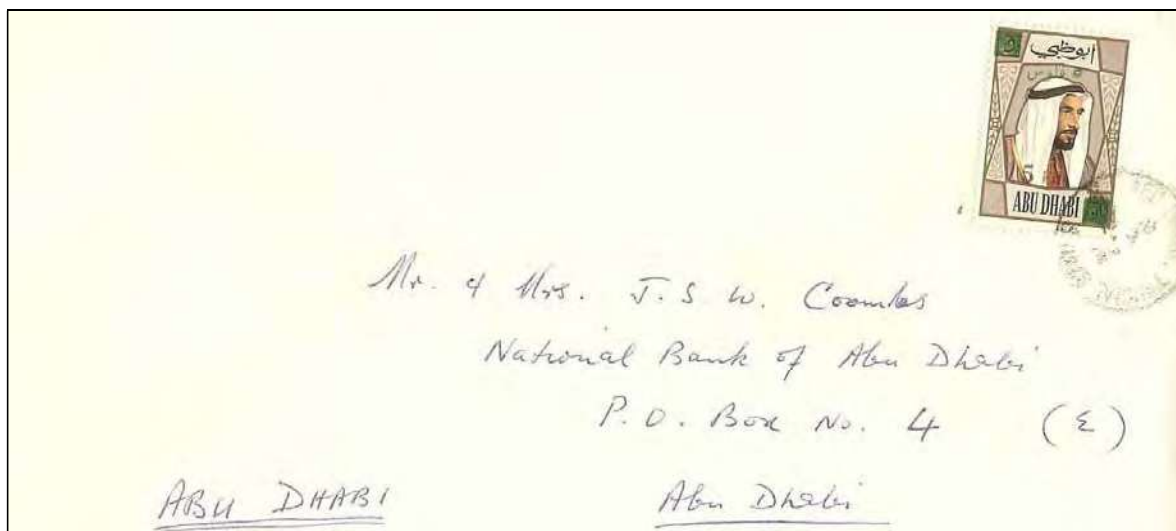
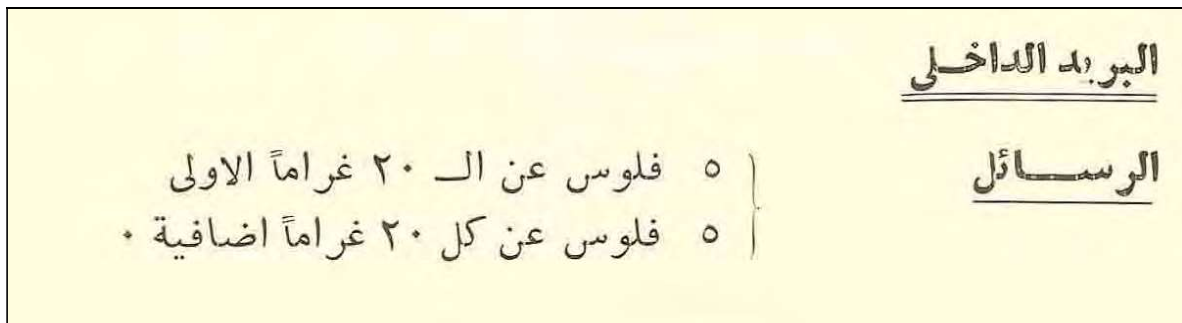
Recourse had to be made to the Expo Authorities who Cromar recalls had offered, as part of the Expo facilities, to arrange the issues of stamps, if so required. They came up with a stock design (what else but Mount Fuji!) and that design was reluctantly accepted due to the time constraints. Eventually the final result was achieved and the stamps were issued. Below are two presentation folders that were distributed at the expo, which took place from March 15 to September 13.



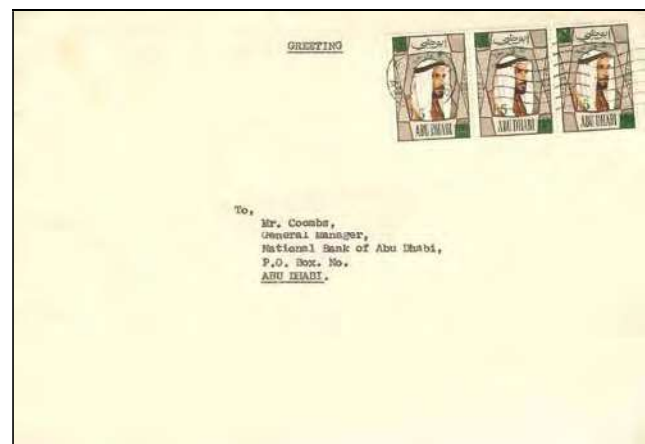
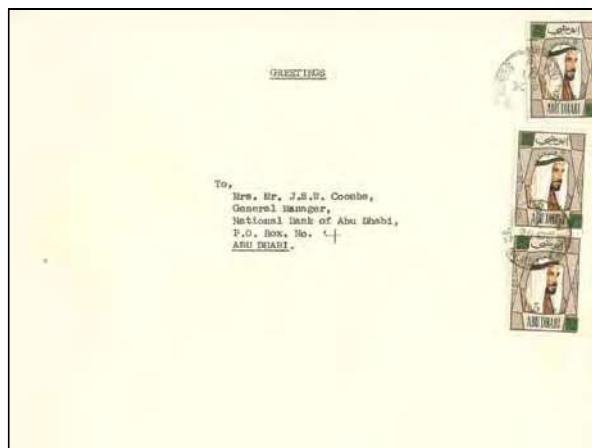
We can speculate that the original intention was to issue the stamps to coincide with the opening of the Expo and that is what Wynn is referring to. However the 'delay' presumably went unnoticed due to the length of the Expo.



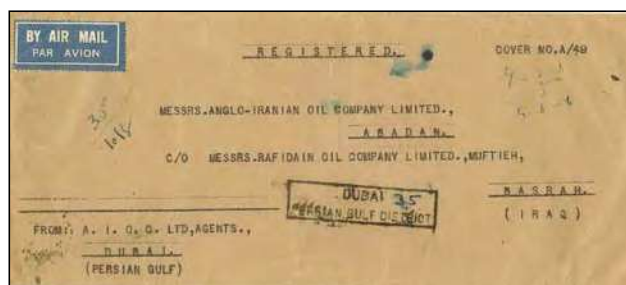
In Edition 30 the 1970 Abu Dhabi Postal Guide was illustrated. It turns out that an important part of the postal guide didn't get illustrated since it was only mentioned in the Arabic section. It refers to local mail which was priced at 5 Fils for every 20 grams.



Why not celebrate discovering the local mail rate section of the postal guide a few local covers all franked with the 1971 5 Fils surcharge that was intended for exactly this purpose. The single rate cover above is dated 26 December 1971 while the two triple rate covers illustrated below are both dated 20 December.



UAE – Dubai



10 August 1946: A cover sent from Dubai to the Anglo-Iranian Oil Company in Abadan – C/O Rafidain Oil Company in Muftieh by Basrah, Iraq. The cover has been franked with a total of 4 Rs 8½as (4-8-6) which covers the registered airmail rate for 2 oz to Iraq – (air 16as * ½ oz * 4 = 4Rs) with the remaining 8½as covering the surface fee of 3½as for the

first oz and 2as for the additional oz plus the registration fee of 3as. A similar cover was illustrated in Edition 25 and was one of three recorded covers with the use of the 5Rs value.

THE DUBAI BOXED CANCEL

When the government of Dubai took over the postal service on June 14, 1963, five new Independent cancellations replaced the British types the following day. During this transfer of administration two boxed cancellations were introduced in Dubai post office.



Type 14: The first boxed cancel was introduced at the Dubai Post Office in 1963. It is inscribed “DUBAI – POSTS” in Arabic and English and only recorded applied using violet ink. It has been recorded used on both registered and normal mail. The earliest recorded use is on 25 February 1963 whereas the latest use is on 16 July 1965.

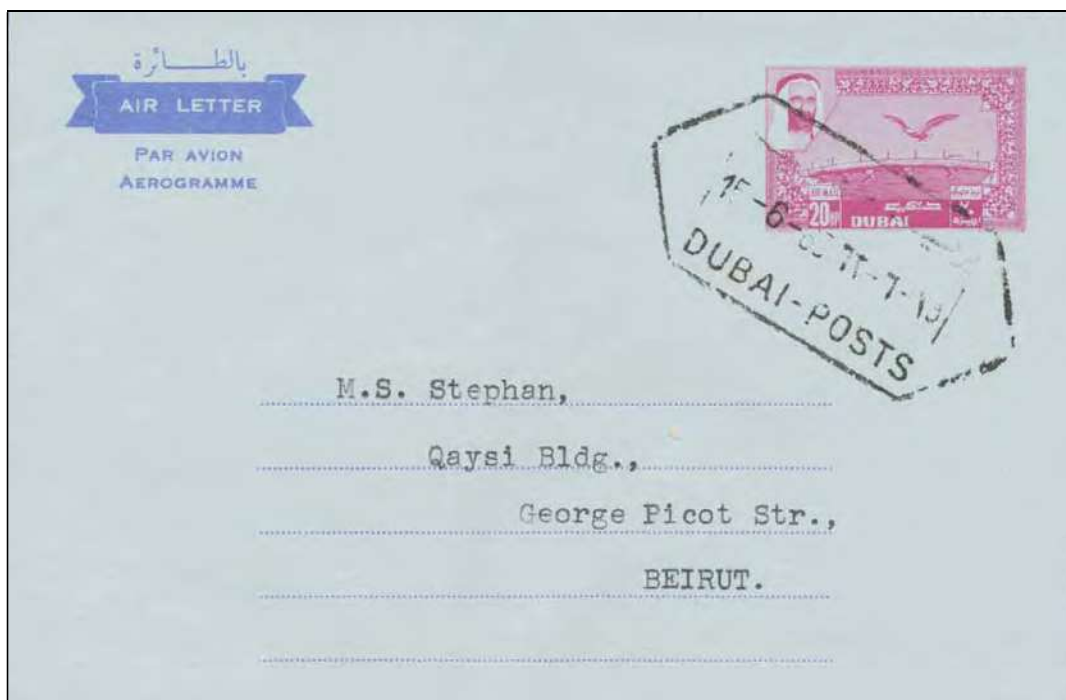


Type 15: The second boxed cancel is inscribed **DUBAI – REGISTERED**” in Arabic and English and is also only recorded applied using violet ink. The earliest recorded use is on 18 April 1965 while the latest recorded use is during August 1965.

FORMULAR AEROGRAMME or UNSTAMPED ERROR?

By Gary Watson

In Edition 33 (page 47) I quoted from a letter written within a First Issue 40np aerogramme used to the United States, as follows: “In addition to the 40np there is a 30np for use to Beirut Lebanon, and a 20np for local Arab Gulf States use”. I commented that it seemed unlikely that there would be a special rate to the Lebanon but as Michael Stephan and the *Baroody Stamp Company* were based there, that it was not beyond the realms of possibility. I then asked if anyone could provide evidence one way or the other regarding the alleged 30np rate to Beirut.



In the course of preparing this current article, I chanced upon a First Issue 20np philatelically used to Michael Stephan himself (Above). This is at least *prima facie* evidence that the 20np rate for Gulf States was actually applicable to all member States of the Arab Postal Union, as one would expect. This, of course, is also consistent with what Terry Jones has written on the subject.

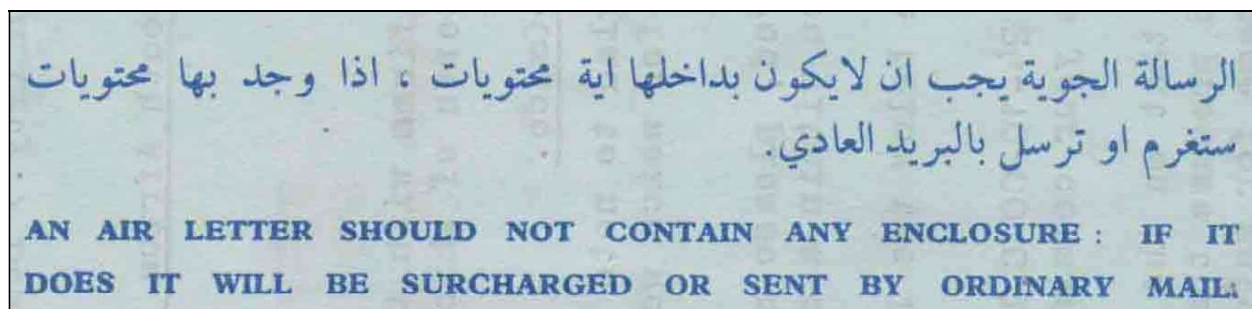
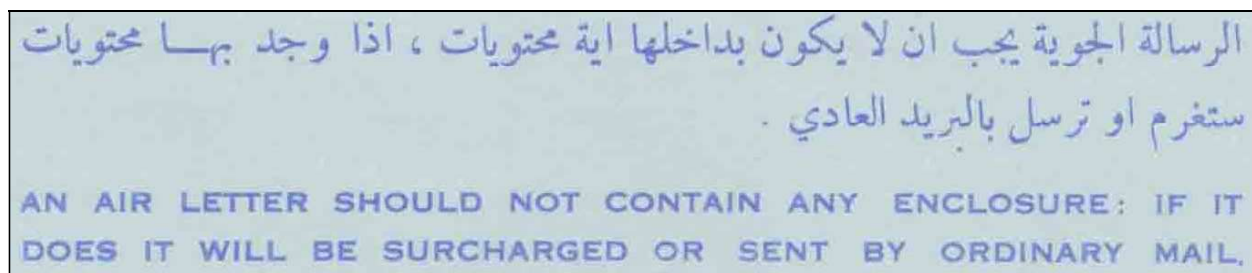
Illustrated here is a marvelous commercial usage of a Second Issue (Dhows) 30np Aerogramme uprated with a pair of 5np Scouts for the 40np rate to South Africa.

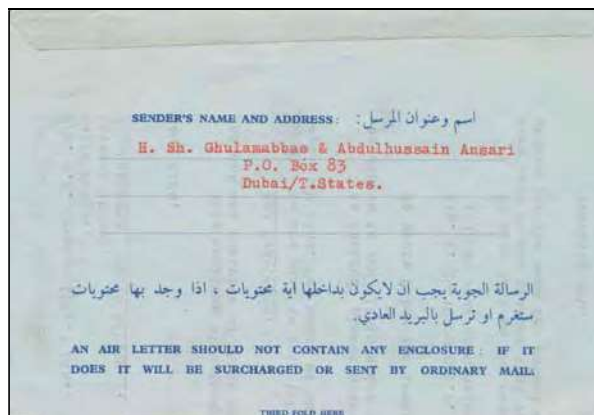
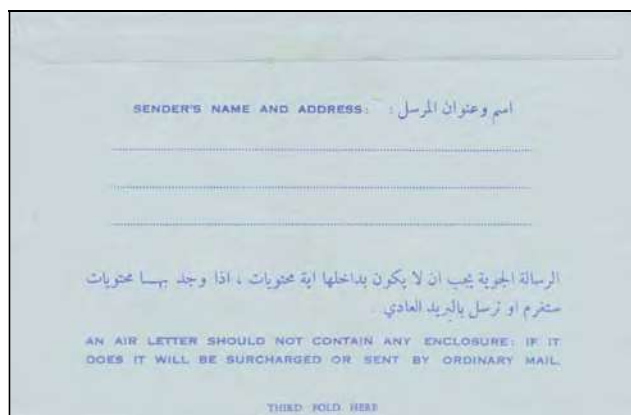
Below is a Dubai aerogramme without a printed stamp. At first glance it could be from either the first or second issue. Given that both issues are readily distinguishable by reference to the stamp design, one might have no cause to closely compare the inscriptions on the two issues but it is actually very instructive to do so.



The differences are immediately obvious. On the first issue, 'AIR LETTER - PAR AVION - AEROGRAMME' is all in *sans serif* type while on the second issue the same inscription is in seriffed letters. The Arabic inscription is even more obviously divergent. The wording is actually different and the length of the inscription is 15½mm on the first issue but only 10½mm on the second issue.

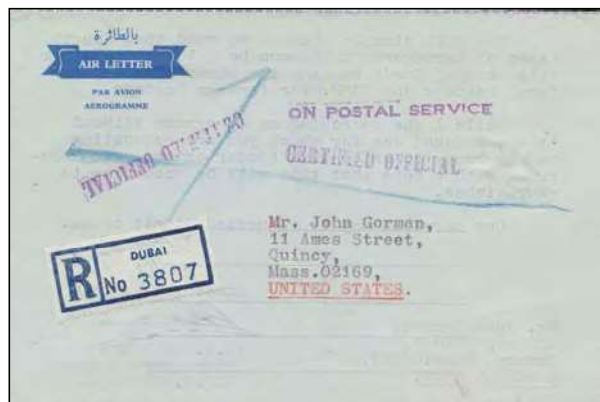
The backs of the two issues (below) tell a similar story. On the first issue, all the English inscriptions are *sans serif* while on the second issue they are all in seriffed type. And again there are actual wording differences between the two Arabic inscriptions.





Measure the lines of both the English and Arabic inscriptions and a number of more subtle differences are also observed. For instance, ‘SENDER’S NAME AND ADDRESS:’ on the first issue is 90mm long while on the second issue it is only 83½mm in length. (Note also the much larger colon in the Arabic inscription on the second issue.) ‘THIRD FOLD HERE’ is also very different: 26x1½mm on the first issue and only 20½x1mm on the later issue.

Clearly the stampless form shown on the previous page is related to the second (Dhows) issue. But what is its status? Is it an essay, a proof, an intentionally unstamped “formular” version, or an error with the stamp unintentionally omitted?

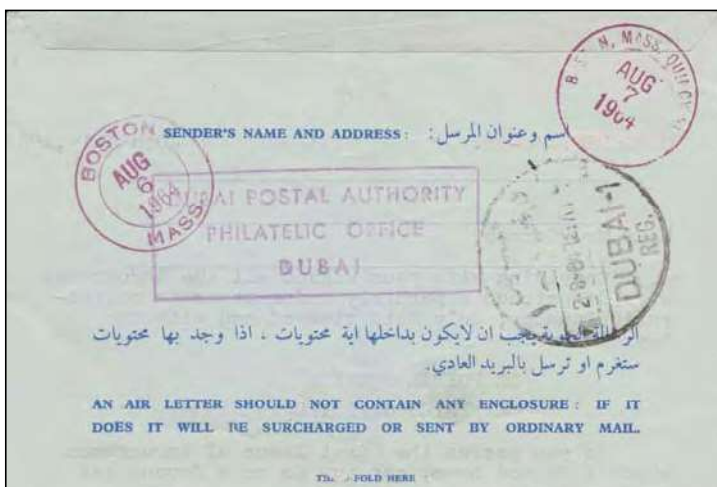


Shown here is a second example of a stampless form, this time registered to the United States with both ‘ON POSTAL SERVICE’ and ‘CERTIFIED OFFICIAL’ handstamps.

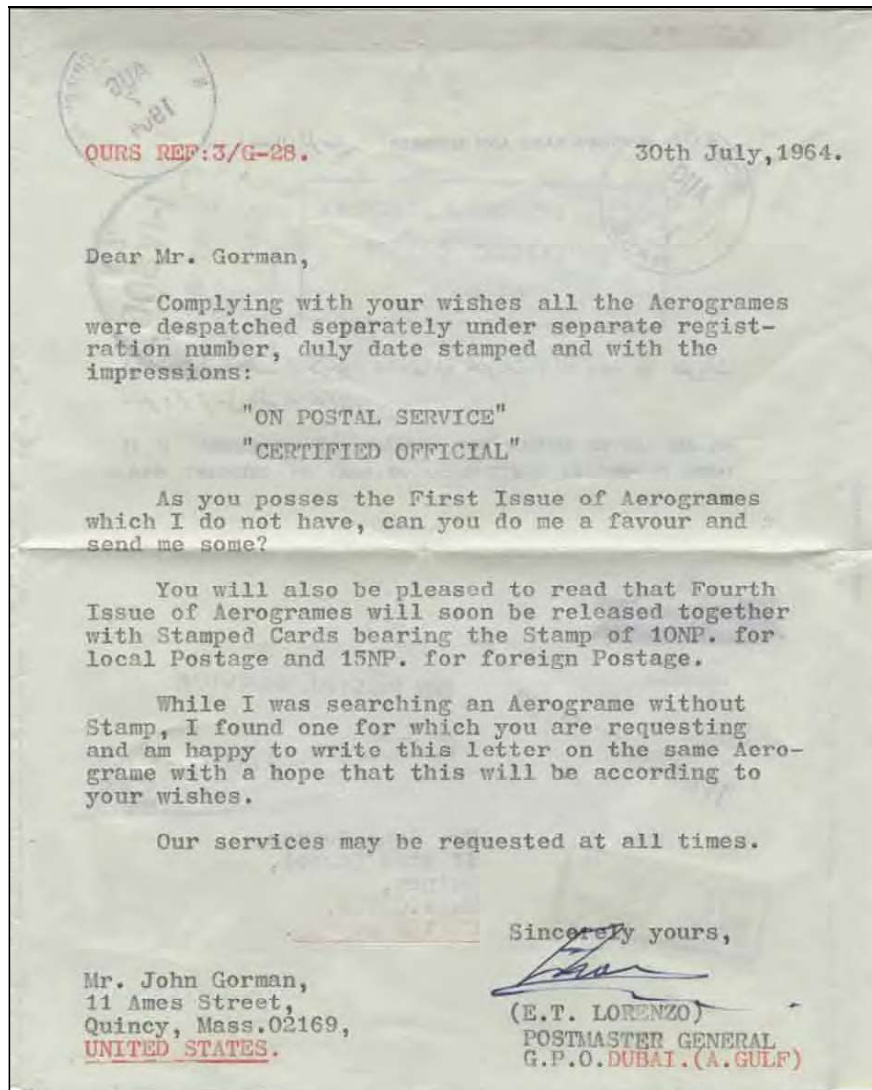
On the reverse is a boxed “DUBAI POSTAL AUTHORITY/PHILATELIC OFFICE/ DUBAI’ handstamp, a Dubai registration datestamp, and two different Boston arrival markings.

This aerogramme might suggest that unstamped forms were supplied to the Dubai Post Office (and perhaps to other government bodies) for use on official business. But all is not what it seems.

The typed letter within the registered item is a personal communication from Edouard Lorenzo, Postmaster-General of Dubai and signed by him “E.T. Lorenzo” – note his comment



about the “aerogramme without stamp”:



Based on this assurance from the principal postal officer himself, it seems unequivocally the case that the stamp - denomination unknown - was unintentionally omitted and that these two stampless forms are examples of an issued error that was not recorded by Terry Jones.

Finally, illustrated on the left is another exceptional error, also unlisted by Jones, the Dhows 40np with all of the additional inscriptions omitted.

UAE & Trucial States

Sharjah Post Office cancellations by Khalid Omaira

Seven types of cancels are recorded used at the Sharjah Post Office during the Independent Postal Administration. Most of the types were used in two different colors of ink - black or magenta. Six of these types were inscribed “SHARJAH & DCIES” in Arabic and English, and one inscribed “POSTAGE PAID” in English only. This article does not incorporate the Khor Fakhan Post Office cancellations.



Type 1: The first post office in Sharjah was opened on 10 July 1963 and on the same day the double-bridged circle cancel was introduced. The cancel is inscribed “الشارقة وملحقاتها” in Arabic and “**SHARJAH & DCIES./T.S.**” in English with the “T.S.” signifying “Trucial States”. The cancel is 30mm in diameter and known used on both normal and registered mail. Type 1 was also used to cancel First Day Covers from 1963 to 1971 and it was applied in green on First Day of Issues of Aerogrammes. T

The earliest recorded use is 10 July 1963 while the latest recorded use is 5 March 1971 (applied on a FDC cover).



Type 2: The large double circle cancel was introduced during 1964. The cancel is similar to Type 1 but without the bridged lines between the date lines and it is slightly bigger measuring 35mm in diameter. It is recorded used on normal and registered. It has not been recorded used to FDC but is recorded used as a First Day of Issue cancel on Aerogrammes applied in green ink. The cancellation is recorded applied on to covers in black, blue, and green ink during 1964 and 1965. It is inscribed “الشارقة وملحقاتها” in Arabic and “**SHARJAH &**



DCIES./T.S” in English. The earliest recorded use is 17 March 1964 while the latest recorded use is 1 February 1966.



Type 3 was introduced in 1966 and is a slightly smaller double circle cancellation, 27mm in diameter, with a star above the date.



The cancel inscribed “الشارقة وملحقاتها” in Arabic and “**SHARJAH & DCIES**” in English. It is also recorded used during the UAE Postal Administration and its latest recorded use is December 1976.



Type 4 was introduced at the same time as Type 3 as is in many ways similar (27mm). The only difference is found in the Arabic type of font. The cancellation is inscribed “الشارقة وملحقاتها” in Arabic and “SHARJAH & DCIES” in English.



Type 4a appeared during December 1970 and represents a period where Type 4 is recorded without the star above the date and the year below the date. The fault was subsequently corrected on 1 January 1971.





Type 5 was the first of two small single circle cancellations and was inscribed “الشارقة وملحقاتها” in Arabic and “SHARJAH & DCIES” in English. It measures 23mm in diameter and was introduced in 1966. The cancel is known to have been applied in two different colors; violet and black.

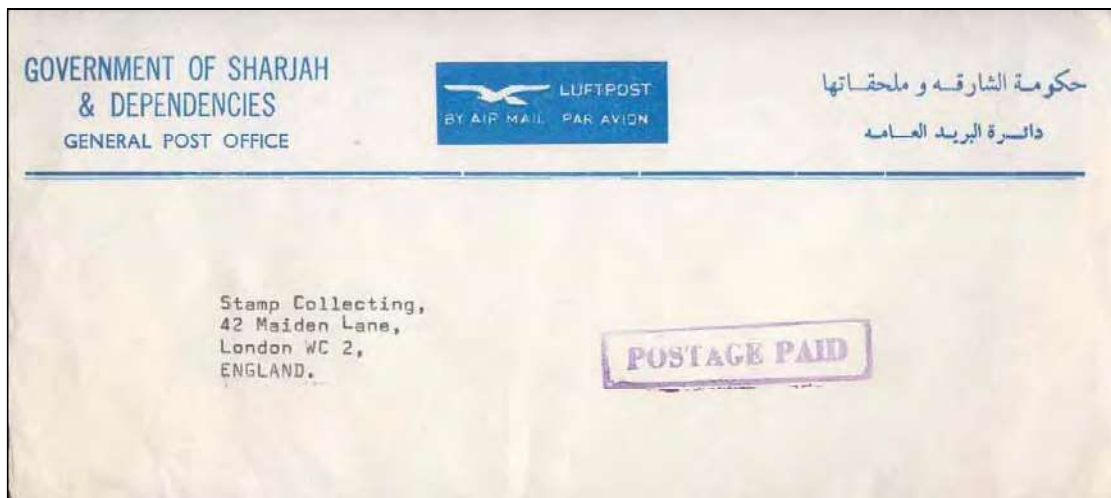


Type 6 was the second small single circle cancellation to be introduced and was inscribed “الشارقة وملحقاتها” in Arabic, and “SHARJAH & DCIES” in English and was introduced in 1966. It also measures 23mm in diameter and is basically a copy of Type except for a difference in the Arabic font. It is known to have been applied using black, blue, and magenta ink.





Type 7 is a “**POSTAGE PAID**” cachet and it’s the idea of Mr. Bruce Conde, Shaikh Saqr’s postal adviser, when a shortage of the most used stamp denominations became acute during 1963. The postmaster general Mr. Yousef Salim Tadros felt such procedure would cause a loss of prestige for Sharjah post office so the idea was shelved. During 1966 the idea was reintroduced and approved resulting in the introduction of Type 7. The cachet has only been recorded applied on to covers using violet ink and its recorded use is from 1966 to 1971.



Finally a rare commercial cover sent from the National Bank of Dubai’s branch in Umm-al-Qiwayn. It was sent registered from Umm Al Qiwayn on 24 June 1971 via Sharjah, on reverse showing Sharjah & Dcies Type 4 dated on 24 June and arrival New York, Church Street Station on 30 June.

Links, Contacts and Credits

GOVERNMENT PHILATELIC OFFICES

Emirates Stamp Club
Emirates Post
P.O. Box 99999
Dubai
U.A.E.
+973 4 2031421
Email: philatelic@emiratespost.ae
Website: www.emiratespost.co.ae

Director General of Posts
Philatelic Department
PO Box 3338
P.C 112
Ruwi
Muscat
Sultanate of Oman
Email: pttphil@omantel.net.om
Website: www.comm.gov.om

Qatar Philatelic Bureau
+974 4464309
Email: philatelic@qatarposts.com
Website: www.qpost.com.qa

Bahrain Philatelic Bureau
Postal Directorate
PO Box 1212
Manama
Bahrain
Email: stamp@bahrain.gov.bh

Kuwait Philatelic Section
Post Office Department
PO Box 888
Safat 13309
Kuwait

INDEPENDENT PHILATELIC ASSOCIATIONS

Emirates Philatelic Association
P.O. Box. 33333
Dubai, UAE
Telephone number: 00971 4 353 8383
Website: www.epa.ae

Bahrain Philatelic Society
Email: bahrainps@yahoo.com
Website: www.geocities.com/bahrainps

Yahoo Group: arabiangulfphilately

Group home page: <http://groups.yahoo.com/group/arabiangulfphilately>

Arabian Gulf Philately is a yahoo group for people interested in the postal history and stamps of Kuwait, Bahrain, Qatar, Oman, Muscat and the UAE - Dubai, Abu Dhabi and the Trucial States.

The group is meant as a forum for exchanging information, asking and answering questions. It is neither a forum for buying and selling nor marketing and advertising - so a zero advertising policy. Amongst the many tasks planned for the group is setting up libraries and uploading documents about forgeries from Dubai, Abu Dhabi and other areas of the Gulf. This is done in order to safeguard and protect new collectors and requires input from the more seasoned of you. The information sent in to the group and the discussions that take place about material are not subject to pre-approval – as such there is no moderator for the group unless the group rules are broken.

Should you be interested in joining the group you can either do so via the above link or you can send me an email to one of the following addresses and I will send out an invitation.

arabiangulfphilately@gmail.com

kameltom2004@yahoo.com

The current membership stands at 17 with 16 photo albums and 3 PDF files uploaded in the group Library.

WEBSITES RELATED TO GULF POSTAL HISTORY

www.bahrain-stamps.com
www.kuwait-stamps.com

www.oman-stamps.com
www.dubai-stamps.com

www.abu-dhabi-stamps.com
www.qatar-stamps.com

6 interactive website containing more than 10.000 images of stamps, covers, philatelic items, cancellation marks, registration labels, postage due hand stamps, aerogramme and other postal markings. Without a doubt the biggest compilation of philatelic material related to the Gulf on the Internet today. These website are under constant development and all contributions are accepted in all forms: comments, image contributions, theories, photocopies, CD-ROMs of exhibitions and collections etc.

<http://www.groups.yahoo.com/group/arabgulfandyemenstampgroup>

A yahoo group created in 1999 with 899 member (As of March 2006) – a forum that focuses on anything that has to do with Gulf postal history but the group also includes Yemen and occasionally other regional post offices.

<http://www.gbos.org.uk/index.php/Home> - Great Britain Overprint Society

The GB Overprints Society (GBOS) helps members and collectors to explore the many ways and reasons why British stamps and other postal material have been overprinted, whether it is for use outside the UK or for special functions within the UK. This opens up a wide variety of avenues, which will interest not only GB collectors who want to find out other uses of their favorite stamps, but also collectors of particular countries or themes.

<http://www.indiastudycircle.org> - India Study Circle

This is the website for anyone interested in Indian Stamps, Postal Stationery, Indian States Stamps, Revenue Stamps and all areas of Indian Philately. Membership of The India Study Circle is a great way to learn more about all aspects of Indian Philately. It is also an excellent way to buy stamps, covers and all sorts of Philatelic material from other members, and to sell your own surplus material.

<http://www.postalcensorship.com> - censored and military postal history

Started in 1996 the postal censorship website was intended to concentrate on the story of Postal Censorship in Ireland during World War II, 1939-1945, known as 'The Emergency'. The site now hosts an array of Civil Censorship and Military Mail information mostly related to World War II but adding material from other periods as collectors provide covers to show and as other information comes to hand.

<http://www.wreckandcrash.org>

The Wreck & Crash Mail Society was formed in the latter part of 1994, and is devoted to the collecting and study of all aspects of delayed and/or damaged mail and interrupted mail services. Currently the Society is composed of four study groups, namely: the Air Crash Study Group, The Railroad Wreck Study Group, the Ship Wreck Study Group, and the Suspended Mail/Conflicts Study Group.

The Society publishes a quarterly journal "La Catastrophe", which contains articles on all aspects of wreck and crash mail, as well as news on new cover discoveries, auction realizations on wreck and crash mail, and questions from members who are seeking information on their crash and wreck covers and the stories behind them.

<http://friends.peoria.lib.il.us/community/howardcourtney/Catalog1.html>

Howard Courtney's fabulous website illustrating his knowledge about Dubai's Independent Postal Administration.

Many more pages will be added to this list once I define the exact web address that should be presented here with the web masters.

CREDITS

Edition 34:

Khalid Omaira
Jeff Brown
Thomas Johansen
Adel Al-Sarraf
Gary Watson
Neil Donaldson
John Gillham
Gamal Elnabelsy
Walid Al Saif
Khalid Omaira
Rufus Barnes
Robert Smith
Cromar Collie
Mohammad Nazimuddin

ANNUAL SUBSCRIPTION DETAILS

Electronic Version:	USD 30	STG 20
Printed Version:		
The Gulf & India	USD 60	
UK & Europe	USD 70	STG 47
USA & Rest of the World	USD 80	

Payment: By PayPal to PayPal Account: kameltom2004@yahoo.com

USD Cash can be sent to:

Thomas Johansen, Calyon Bahrain, PO Box 5410, Manama, Bahrain

Sterling Check can be sent to and issued to:

David Humphries

8, The Meadow View

Tettenhall, Wolverhampton WV6 8NX

United Kingdom

If you send a check to my father-in-law please attach a little note so that he can forward me a list of what payments he gets.

BACK ISSUES

Back issues are available from Edition 20 and can be obtained by contact Thomas Johansen on kameltom2004@yahoo.com or cameltom@batelco.com.bh

All other distribution of Edition 20 and onwards of the Quarterly are unauthorized.

Edition 1 to 19 can be purchased on www.lulu.com